

**ASSOCIATION of
GOVERNMENTS**

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Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou
Correa, County of Orange

Riverside County Transportation Commission:
Robin Lowe, Hemet

Ventura County Transportation Commission:
Keith Millhouse, Moorpark

MEETING OF THE

COMMUNITY, ECONOMIC, & HUMAN DEVELOPMENT COMMITTEE

PLEASE NOTE CHANGE IN TIME

Thursday, January 5, 2006

9:45 a.m. -10:45 a.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Riverside B Conference Room

Los Angeles, California 90017

213. 236.1800

If members of the public wish to review the
attachments or have any questions on any of the
agenda items, please contact Laverne Jones at
213.236.1857 or jones@scag.ca.gov.

Agendas and Minutes for the Community, Economic,
and Human Development Committee are also
available at www.scag.ca.gov/committees/cehd.htm

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COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

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"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah
Robertson, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Approve Minutes of December 1, 2005
Attachment

01

4.2 Receive and File

4.2.1 President's Advisory Panel on Tax Reform:
Mortgage Interest Deduction
Attachment

09



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

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5.0 ACTION ITEMS

None.

6.0 INFORMATION ITEMS

6.1 Report on the Subregional Audits

Information and status of the subregional audits will be given by Councilmember Sid Tyler.

**Honorable
Sid Tyler, Chair
Audit Committee**

10 minutes

6.2 Compass Blueprint Grant: Status of Application

SCAG submitted an application for \$2.4 million in California Blueprint grand funds to support Compass Demonstration projects and integrate mobility and long range housing planning in the region.

**Joe Carreras
SCAG Staff**

5 minutes

6.3 Compass 2% Strategy Implementation Update

Update highlighting recent Compass 2% Strategy implementation and Demonstration Project activities.

**Mark Butala
SCAG Staff**

10 minutes

6.4 Compass Integration into Intergovernmental Review Process Attachment

Update on recent efforts to integrate Compass and 2% Strategy into IGR for regionally significant projects.

**Brian Wallace
SCAG Staff**

10

15 minutes



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

COMMUNITY, ECONOMIC & HUMAN DEVELOPMENT COMMITTEE

AGENDA

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6.5 SB 1024 (Perata) Public Works and
and Improvements: Bond Measure
Attachment

Don Rhodes
SCAG Staff

16

10 minutes

Staff will brief the Committee on the \$10 billion bond measure, which includes funding for smart growth planning.

7.0 STAFF REPORT

8.0 CHAIR'S REPORT

Hon. Deborah
Robertson

9.0 FUTURE AGENDA ITEMS

Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.

10.0 ADJOURNMENT

The next meeting of the Community, Economic, and Human Development Committee will be held on February 2, 2006 and the SCAG office. A joint workshop will be held on the same day to discuss the budget.



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THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE COMMUNITY, ECONOMIC, & HUMAN DEVELOPMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The meeting was called to order by Vice Chair Paul Bowlen, at 10:01 a.m.. There was a quorum.

Members Present

Arguello, Daniel	SGVCOG
Barnes, Christine	City of La Palma
Bowlen, Paul (Vice Chair)	City of Cerritos
Coerper, Gil	City of Huntington Beach
Davert, Doug	City of Tustin
Fesmire, Melanie	CVAG
Cathy Green	OCCOG
Jasper, Timothy	City of Apple Valley
Krause, Mary Ann	City of Santa Paula
Lantz, Paula	City of Pomona
Loveridge, Ronald	City of Riverside
McCallon, Larry	City of Highland
McCullough, Kathryn	OCCOG
Norby, Chris	Orange County
Nowatka, Paul	City of Torrance
Poe, Marilyn	City of Los Alamitos
Richardson, Laura	City of Long Beach
Ten, Mike	SGVCOG

Members Not Present

Dispenza, Mike	City of Palmdale
Edney, Jon A.	City of El Centro/IVAG
Hofmeyer, Daryl	City of Paramount
Kirby, Dan	SGVCOG
McSweeney, Susan	City of Westlake
Perry, Jan	City of Los Angeles
Reyes, Ed	City of Los Angeles
Robertson, Deborah (Chair)	City of Rialto (Excused Absence)
White, Charles	WRCOG Subregion

New Member(s)

Daigle, Leslie	OCCOG
Parks, Bernard	City of Los Angeles

Community, Economic, & Human Development Committee
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1.0 CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice Chair Paul Bowlen called the meeting to order at 10:01 a.m. The Vice Chair led the members in the Pledge of Allegiance.

2.0 PUBLIC COMMENT

None.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

None.

4.0 CONSENT CALENDAR

The following consent calendar item was approved without objection.

4.1 Approval Item

4.1.1 Approve Minutes of November 3, 2005

4.2 Receive and File

4.2.1 CALCOG Growth Policies

5.0 ACTION ITEMS

None.

6.0 INFORMATION ITEMS

6.2 El Monte Transit Village

John Leung and Bart Doyle of the Titan Group presented the planned project for the El Monte Transit Village. The El Monte Transit Village is a project that will build housing and retail districts in an area close to Metrolink and bus hubs with the hope that it will encourage residents to use public transit instead of private vehicles. One of the most distinguishing factors about the El Monte Transit Village is that neither one resident nor business will be displaced with the project.

Mr. Leung stated that after a 3-day meeting between Metropolitan Transit Authority (MTA), Caltrans, Metrolink, Foothill, City of El Monte, Titan Group and other consultants there was a general consensus among the participants to create this transit village. The project will be made up of approximately 800 residential units; retail, dining, entertainment will be around 300,000 square feet; hotel approximately 200 rooms, theater and event plaza; multistory office tower 350,000 square feet; accommodating an expansion renovation of the transit hub

Action Minutes

from MTA around 162,000 square feet, and greenbelt of various different parkland along the river. The overall goal for this project is to connect the people where they live, works, and play in the community.

Another special feature of the El Monte Village project is having the cooperation of both universities in the area, Cal Poly and Cal State Los Angeles are involved in creating what is know as a Regional Education Center.

Mr. Leung gave the Committee a general idea of the development schedule. Mr. Leung said the EIR process will be during 2006. MTA's administrative building will be created in 2006. In 2007 the first phase of the project is expected to be completed, public park renovation, mixed use component. In 2008 and 2009 the bulk of the mixed use and office development expects to be completed.

A large team of experts are working on the project such as: the lead consultant Dr. Bob Suzuki, Past President of Cal Poly; Gonzales and Goodell Architects; and Bart Doyle, Land Use Attorney; and the Titan Group have been in the community of El Monte for a number of years and their specialty is public-private partnership.

Bart Doyle spoke on the relationship between this project and the Compass 2% Strategy. Mr. Doyle stated that this transit facility generates the second highest number of daily of any facility in Southern California. There are 4 different bus systems that tie into this facility: MTA, Foothill, Greyhound, and trolley system. Mr. Doyle said they are now trying to workout a deal that relocate the Metrolink station from west of the Rio Hondo, about 100 yards from the major bus facility.

Mr. Doyle further stated that from a policy standpoint, this project should be looked at in conjunction with SB 821, by Senator Torlekson. The bill was designed to create major incentives for major infill and TOD. It has been pointed out to Senator Torlekson that there are a number of bus facilities in Southern California and that there is no reason to limit TOD concept to fixed rail, so Mr. Doyle believes Torlekson is now looking at this alternative. In summary, Mr. Doyle thought SCAG should keep SB 821 in mind when reviewing their legislative program.

The Vice Chair thanked Mr. Leung and Mr. Doyle for their report.

6.3 Status Report on Regional Transportation Plan Update (RTP)

Philip Law, SCAG Staff, provided the Committee with an update of the Regional Transportation Plan (RTP) update schedule. Mr. Law reported that the current RTP was adopted in April of 2004 and under the 3-year cycle the next RTP

Action Minutes

should be adopted in 2007. However, there is a provision in the new transportation bill called SAFETE-LU that allows MPOs such as SCAG, to move to a 4-year RTP cycle. Mr. Law asked for the Committee's support of pursuing a 2008 schedule. Mr. Law went on to say that there are several reasons for moving to a 2008 schedule first staff is currently updating the Regional Travel Demand Model; second there are a number of major corridor studies being conducted in the region and if SCAG were to adopt in 2007 these studies may not be incorporated into the RTP; third, SAFETE-LU broadens the planning requirement for the RTP and staff believes this would strengthen the SCAG RTP overall staff would like additional time to meet requirements, such as discussion of environmental mitigation, enhance public participation and added emphasis on security and system preservation, the fourth and perhaps, most important with synchronized RTP process and the air quality planning process, such as consistent use of transportation model and the most current planning data.

Mr. Law further stated that the conformity on the 2004 Plan expires in 2007 so SCAG would be facing what is known as a conformity lapse. However, SAFETE-LU allows for a 12-month grace period. Mr. Law said staff is working with other federal agencies to clarify the nature of this 12-month period because staff would like to continue doing amendments to the RTIP during this grace period if SCAG is not allowed to continue to do amendments then some transportation projects could not move forward.

6.4 Regional Comprehensive Plan—Economy Chapter

Bruce DeVine, SCAG Staff, gave the Committee a quick rundown of how the Economy Chapter was developed. The Economy Chapter was developed from first 1996 RCP&G, the 2004 RTP, Southern California Compass, and the "Southern California Regional Strategy for Goods Movement: A Plan for Action" (March 2005). Mr. DeVine gave a brief summary of the steps that led to the fourth version and explained the differences between it and the starting point.

Mr. DeVine went on to say the second round of the draft chapter received an entirely new "Overarching Theme Statement" drafted by the Task Force. The initial list of policy statements and recommendations submitted by staff to the Task Force was amended and added to in the second and two subsequent rounds.

The present version of the Chapter incorporates all edits and changes made by the Task Force to date. Mr. DeVine added in his opinion the Chapter now has a more human face than the original chapter. This version of the Chapter attempts to satisfy the needs of the population not just grow income, economic prosperity in the region should be shared, environmental concerns, a more up to date livable more human face. A particular change in the current Chapter was the title from

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“Economy and Education Chapter” to the *Economy Chapter* of the Regional Comprehensive Plan and Guide. Mr. DeVine the Task Force believed that they could not do justice to the education portion needed for this chapter.

When asked who was on the Task Force that developed this Chapter Mr. DeVine, Mayor Loveridge was interested in who the members of the Task Force were.

After some discussion on the concerns for the Education portion of this Chapter Councilmember McCullough to be a volunteer to either join this task force or one that would look into the problems of education in the RCP&G. Mr. DeVine said he would pass the concerns to the Jacob Lieb who is the staff person in the charge of the RCP&G.

6.5 9th Annual Regional Economic Forecast

Bruce DeVine gave the Committee an update on the status of the 9th Annual Regional Economic Forecast Conference. This year the conference will be held at the Santa Anita Park, Thursday, January 26 from 8 a.m. to 1:30 p.m. The will take place in the part of the park called the “Front Runner” restaurant. The conference will not conflict with the races as they don’t start until after the end of the conference. Mr. DeVine stated the conference will again feature two forecasts of the regional economy growth income from Cal State Fullerton and Cal State Long Beach, and then individual county forecasts.

The conference information will be put on CD and not in report as in the past. The keynote speaker has not been finalized, at this point the staff of working on getting Gary Ross. Mr. Ross wrote, directed and produced Seabiscuit. The movie does represent a big economic boost to the region.

Mr. DeVine addressed the reason for the theme “The Race Is On”, the race is on to improve housing, more energy independence, etc. Finally, Mr. DeVine stated that Regional Council members will be registered free but they must be pre-register. After some discussion and concerns about the fee Mr. Hasan Ikhrata stated that all members of the CEHD would be allowed to attend at no charge. The cost to the public would be \$110 per person.

Vice Chair Bowlen asked staff to look into the possibility of a tram tour. Mr. DeVine said he would look into the logistics of a tour.

7.0 STAFF REPORT

Hasan Ikhrata, Director of Planning and Policy, gave a status report on the “House Your Own” policy approach to the Regional Housing Needs. Today at the Administration and Executive Committees, Heather Cobb, SCAG Chief Operating Officer, presented the

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funding options for RHNA. The options were: RHNA should be funded through the general fund (approximately \$750,000 or \$1 million); don't do RHNA the way it was and go to the new approach, the new approach meaning House Your Own; use the blueprint money; ask for an extension to be consistent with the Regional Transportation plan, and the final option is to charge our own members (which in staff's opinion is not an options). Mr. Ikhrata felt staff would be back for action in February for a decision on the options to take, because by then staff would know what happened to the Blueprint grant application.

Joe Carreras, SCAG Staff, offered the Committee a working definition for the House Your Own option. He stated that this new RHNA is a much longer time horizon for communities to address housing needs, a 20-year rather than a 5-year horizon. We're also looking at this going from a numerically based approach to one that more policy-driven.

A community's housing goal is defined as its responsibility to address at least the need related to natural increase, or population growth within the jurisdiction, or workforce need resulting from job growth, whichever is higher. A Communities' housing goal is also defined in terms of their land use capacity; capacity is what's in a jurisdiction's updated general plan, land use and housing elements.

If a community is not able to designate within its own boundaries enough capacity to address the higher of those two housing needs then it would be obligated to work with surrounding communities, for instance, and cooperatively plan to address future housing needs together. These efforts would be supported through proposed incentives that would be made available through the State that would facilitate the trade or transfer of housing responsibility and goals that are consistent with a region's growth vision.

The key element in this new approach is the affordable housing component, because market rate housing is going to be built, the market will take care of its own, but the affordable and workforce housing need, how is that going to be addressed fairly and with the sense that everybody is being treated equitably, and without a lot of long distance commuting.

6.1 Compass 2% Strategy Implementation Update

Mark Butala, SCAG Staff, gave a brief update of the Compass 2% Strategy program. First staff has been involved in significant outreach throughout the region promoting the tools and resources available to local governments and the demonstration project partnership opportunities. Mr. Butala reported that staff had been making presentations to various groups and organizations, in particular, Mark Pisano had made a very well received presentation to the Urban Land Institute annual meeting held in Los Angeles. The organization was so impressed

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they wanted to use part of the material to create a letter to go out to their national audience.

Secondly, in May staff released the request for consultant assistance, after months in working with contract staff, lead consultants, Caltrans and others, a notice to proceed has been issued to Fregonese-Calthorpe and Associates for 2-year \$2.6 million contract to assist SCAG in the Compass implementation forecasting effort. The first priority will be convening a panel of experts to review the growth forecast that has been developed at the county and regional level; and secondly, on entering into some partnership agreements. SCAG has received 3 applications that meet the evaluation criteria the first project to be worked will be redevelopment potential analysis along the Exposition Light Rail extension working with Supervisor Yvonne Burke and her staff and some of her member cities.

STAFF REPORT (Continued)

Before the final staff report Vice Chair Bowlen welcomed two new members to the Committee: Councilmember Leslie Daigle representing Orange County COG; and Councilmember Bernard Park representing the City of Los Angeles.

Simon Choi, SCAG Staff, reported on the November 16-17 SCAG-Seoul Development Institute (SDI) International Symposium held in the SCAG offices. The theme of the Symposium was entitled: Global Gateway Regions South Korea and Southern California. The idea behind the symposium is for the organizations to learn from each other by exchanging planning ideas and strategy. At the meeting topics of discussions included global region concept, 2% Compass Strategy, and LA Lots. Also, the representative spoke on experiences occurring in Seoul which SCAG will post to the website at a later date. Two points to make about the symposium after the meeting Mr. Choi said he received comments that this symposium was very helpful. Secondly, the symposium was well attended, some 70 people from UCLA, USC and local governments. Mr. Choi said SDI planned to host a symposium possibly next year.

8.0 CHAIR'S REPORT

None.

9.0 FUTURE AGENDA ITEMS

Councilmember Richardson thought the Committee should get involved with the proposed infrastructure bond coming up next year. She would like the Committee to consider what recommendations the Committee should input.

Secondly, Councilmember Richardson suggested that the Committee should consider what role Senator Lowenthal from Long Beach could play to assist the organization.

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Senator Lowenthal has just been appointed the new Chair of the Senate Housing and Transportation Committee.


Supervisor Chris Norby thought the Committee should consider looking at the issue of professional sports teams Anaheim, LA., etc. and see if they do have any economic benefit to the region. Councilmember Parks suggested several sources for more information on this subject such as the LA City Controller's study on what the benefit Staples Center has been to the City; and, Pat Lynch, General Manager of the Coliseum, who has done a great deal of work on this subject. Councilmember Parks stated it comes down to how well you, as a jurisdiction, understand the economic benefits and negotiate with the team and the League.

When asked, Mark Pisano, Executive Director, did not think SCAG should take a position on this issue other than to note that our counterpart regions like New York and Chicago have done evaluations of the benefit of various sports franchises within their regions because their potential economic impact is significant.

10.0 ADJOURNMENT

It was moved by Councilmember McCullough and seconded by Councilmember Coerper to adjourn at 11:51 a.m. motion passed unanimously. The next CEHD meeting will be held January 1, 2006 at the SCAG office.

Action Minutes Approved by:



Joe Carreras, Acting Manager
Community Development

MEMO

DATE: January 5, 2005

TO: Community, Economic and Human Development Committee

FROM: Don Rhodes

SUBJECT: President's Advisory Panel on Tax Reform: Mortgage Interest Deduction

SUMMARY:

On November 1, 2005 the President's Advisory Panel on Tax Reform issued their final report which included numerous recommendation relating to our national Tax Code. Some of their recommendations call for reforms to the mortgage interest deductibility. The following table briefly describes the recommended changes:

	Current Law	Recommendation
Mortgage Interest Deduction versus Tax Credit	Homeowners are allowed to deduct interest paid on up to \$1 million of mortgage debt secured on a first or second home and an additional amount on home equity loans of up to \$100,000.	The panel recommends <ul style="list-style-type: none">• replacing the deduction for mortgage interest with a Home Credit available to all taxpayers equal to 15% of interest paid on principle residence• establish an amount of mortgage interest eligible for the Home Credit based on average regional housing costs• eliminate the deduction for interest on mortgages for second home• eliminate the deduction for interest on home equity loans. *changes would be phased in over 5 years
Capital Gains	Up to \$500,000 of capital gains on a home that a taxpayer has owned and used as a principle residence for two or more years may be excluded.	Maintain the exemption of capital gains, but extend the minimum time period to 3 years.

BACKGROUND:

At this point, it is unclear how severely these changes will affect homeowners in southern California. However, many homeowners rely on mortgage interest deductions to offset a portion of their cost of housing. In high cost housing regions, such as Southern California, these changes would affect homeowners most.

The President is reviewing the Panel's recommendations, and we may see legislation containing these proposed changes during the Congressional session.

Doc # 117164

MEMO

DATE: January 5, 2006
TO: CEHD Committee
FROM: Brian Wallace, Associate Regional Planner, Community Development
SUBJECT: Compass Integration Into Intergovernmental Review Process

SUMMARY:

An overview of changes to Intergovernmental Review program since January 2005. Intergovernmental Review (IGR) is an authority granted to agencies under the California Environmental Quality Act (CEQA). The IGR function was transferred to Community Development division from Environmental division in January 2005.

Since January 2005, staff has reviewed the program to learn SCAG's legal requirements and opportunities for structuring its comments on documents that we receive. A summary of recent improvements and modifications will be presented and is included in this packet. Staff will also present ideas for continued integration of the Compass Growth Vision and 2% Strategy into our review process, as well as ideas for more consistent updates and/or actions to this committee.

Intergovernmental Review

– IGR –

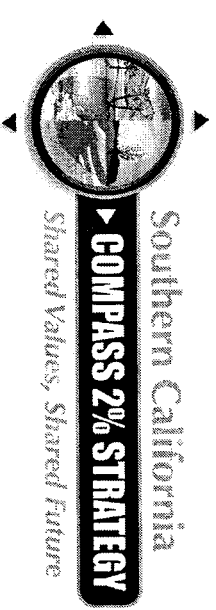
Compass Integration Progress Report

Presented to Directors Meeting

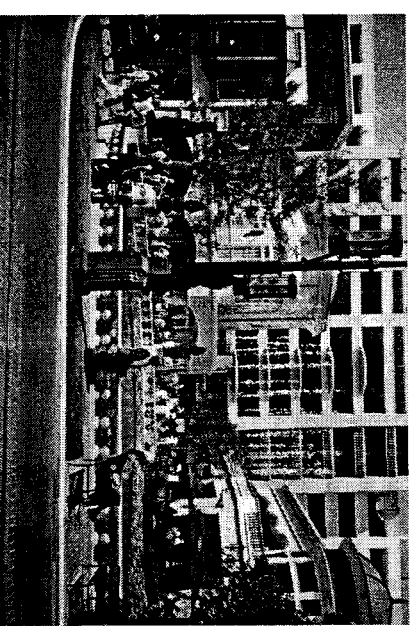
20 December 2005

By Brian Wallace

IGR Compass Integration Background



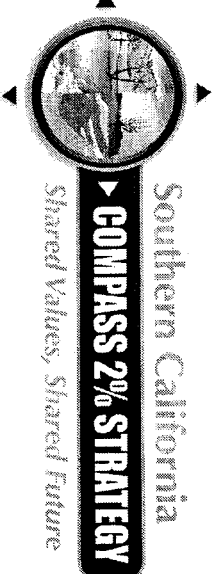
- SCAG is Statewide Clearinghouse for CEQA documents – has authority to comment on any and all EIR process documents
- IGR - performs consistency review of regionally significant local plans, projects, and programs
- Thresholds for regionally significant projects:
 - 500 residential units
 - 500,000 sf of commercial
 - 250,000 sf of office
 - 650,000 sf of industrial
 - Large-scale public infrastructure (freeways, air & water ports, sewage/water, etc)
 - General and some Specific Plans
- Utilize RTP, RCPG, Compass GV for consistency review
- No approval authority – SCAG's review limited to regional consistency



012

Intergovernmental Review Program

IGR Compass Integration Benchmarks & Phase 1 Improvements



Number of documents received in last 3 years has fluctuated:

<u>2003</u>	<u>2004</u>	<u>2005</u> (through Nov)
727	880	780
101 significant	144 significant	131 significant
21 General Plans	30 General Plans	xxx General Plans

130

As of December 2005:

Letters cite Compass Growth Vision as one of three major regional plans used to review projects and plans

Able to highlight project or plan's apparent use of Compass principles

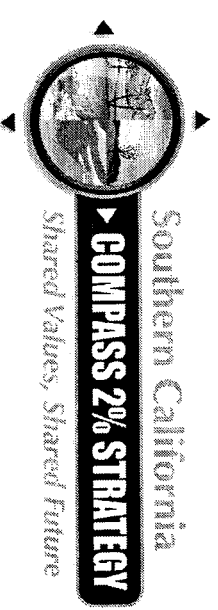
Bi-weekly Clearinghouse Report on SCAG website

Offer SCAG's participation and support in integrating Compass with project or plan

Intergovernmental Review Program

IGR Compass Integration

Phase 2: 2006

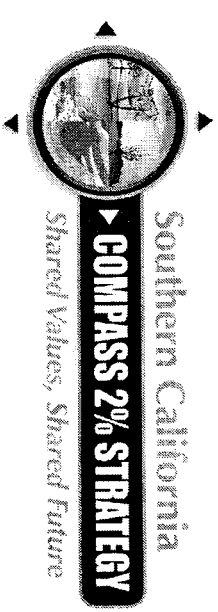


- CEQA grants SCAG leeway to offer relevant critique and evaluation based on its areas of expertise: comments to provide a policy position – SCAG's interpretation of whether project/plan is consistent with our plans
- 2% Strategy criteria provide additional opportunity to comment on additional projects/plans:
 - "Top 50" Cities in 2% areas: 2 or more criteria
 - Cities due for General Plan Updates
- Tap staff knowledge and expertise in a multi-disciplinary team:
 - Community Development: Land use, growth forecasting
 - Environmental: Air/water quality
 - Transportation: Roads, rails, ports
- Provide relevant guidance on ALL projects/plans in 2% areas (including non-significant projects)
- Notify elected representatives and CoG/subregional coordinators
- Explore improved mapping function to better monitor regional development for Growth Forecast

Intergovernmental Review Program

IGR Compass Integration

CEHD Updates: 2006



- Standing, monthly report to CEHD on IGR progress, projects
- Will ask committee to take action on policy position on some significant projects
- Provide information on projects implementing Compass
- Invite guest presentations on projects of interest to committee
- Other ideas or requests?

015

Intergovernmental Review Program

MEMO

DATE: January 5, 2006

TO: Community, Economic and Human Development Committee, Transportation and Communications Committee, Energy and Environment Committee

FROM: Government Affairs Staff

SUBJECT: S.B. 1024 (Perata) The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005

SUMMARY:

The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005 (S.B. 1024) was introduced by Senator Don Perata on February 22, 2005. The purpose of this measure is to provide bond revenue for infrastructure improvements throughout the state of California. During the legislative recess, Senators and their staff have been holding public hearings and working to form consensus groups throughout the state. We expect a lot of activity on this bill when the Legislature reconvenes on January 4, 2006. The following information briefly explains the current provisions of the bill. Please note that these provisions may change as the bill is reviewed and debated in the 2006 Legislative session.

BACKGROUND:

The Safe Facilities, Improved Mobility, Disaster Preparedness and Clean Air Bond Act of 2005 (SB 1024), would place before voters a general obligation bond to invest \$10.275 billion in California's infrastructure. The funds would be allocated as follows:

\$1.2 billion for flood protection in California. California levees provide protection for 500,000 people, 2 million acres of prime farmland, and 200,000 residential and commercial structures, with a combined value of \$47 billion. Years of deferred maintenance have led experts to question the structural integrity of California's levees. SB 1024 provides \$1 billion for the inspection and strengthening of California's 1,600 miles of project levees. An additional \$200 million is provided to local flood control agencies to provide flood protection on local streams, rivers and creeks.

\$2.3 billion to repay transportation loans to jumpstart transportation projects. The bond repayment would keep faith with California voters' desire to devote transportation taxes to transportation purposes, and would relieve the General Fund of an obligation otherwise due in FY 2008-09. The bond revenue would be used to jumpstart 141 high-priority projects that have been stalled in recent years for lack of funding. These are important congestion-reducing projects located in every urban region of the state. It would also provide money for transit, local streets, and the State Transportation Improvement Program (STIP).

\$1.5 billion for regions to fund high priority projects. State Transportation Improvement Program (STIP) funds go to every county in the state (see chart B). A new STIP is adopted every two years and contains projects selected by the regions as their highest priority transportation projects. The last two STIP cycles have added no new projects to be constructed in California due to lack of available funds. The new 2006 STIP, again, is expected to be wholly deficient. The bond funds would allow regions and Caltrans, for the first time in four years, to add new, high-priority projects to the STIP.

\$2.5 billion to relieve traffic and improve security and air quality at California ports. In 2003, \$407 billion worth of U.S. trade went through California's sea, air and land ports. Forty percent of the nation's

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imported goods travel through the ports of Los Angeles and Long Beach alone. Port operations in California employ 1 in 7 Californians, but present difficult issues such as truck congestion, diminished air quality, and security concerns. SB 1024 provides \$2.5 billion to address these issues. Two billion would go to making highway, rail, or port infrastructure improvements in the state's most heavily congested trade areas. Four hundred million would go to the Carl Moyer Air Quality Fund to replace high polluting diesel engines on vehicles used in the operation of ports with cleaner technologies. One hundred million would go as grants to ports for security improvements.

\$1 billion for an incremental approach to High Speed Rail. The bond would provide \$200 million to five separate corridors in California to prepare for the possibility of developing a high speed rail system that would increase the efficient movement of goods through the state. The funds could be used for environmental work, right-of-way acquisition, and grade separations. In addition to high speed rail, these investments will improve passenger and freight rail flow in California. SB 1024 takes an incremental approach to high speed rail and proposes to repeal and replace the pending high speed rail bond.

\$1.25 billion in funds to provide incentives for more infill and transit-oriented development in California. Soaring housing costs have forced working families to move far away from their jobs to afford a home. This leads to increased commute times, more air pollution, increased traffic, and less time for families to be together. While families are able to find more affordable housing at the outskirts, research shows their savings on housing are offset by their increased transportation costs. As a result, these families realize little overall savings. SB 1024 provides \$275 million to promote projects that locate housing, retail and office centers within ¼ mile of transit stations. The bill would provide funds for infrastructure costs related to these types of projects and offer loans to developers siting affordable housing near transit stations. The remaining \$975 million for infill and housing incentives would be used as follows:

- \$425 million for infill incentive grants for capital outlay for infrastructure that includes water and sewer hook-ups, related transportation improvements, and the development or rehabilitation of urban parks.
- \$200 million for grants from the Secretary of Resources for acquisition of wildlife habitat, open space and easements on agricultural land, as mitigation for the policies adopted in a region's growth plan.
- \$200 million to rehabilitate multi-family housing in a designated infill area.
- \$100 million for grants for local agencies to improve upfront planning necessary for urban infill development.
- \$50 million to clean up vacant sites in urban areas so they can be made useful to accommodate future growth.

\$425 million for Affordable Housing Incentive Program. This program will improve neighborhood streets and roads for local governments that meet their share of the regional housing need.

\$100 million for the Environmental Enhancement and Mitigation Program. The program funds "green" transportation projects like landscaping near freeways, bike trails, greenbelts, etc.